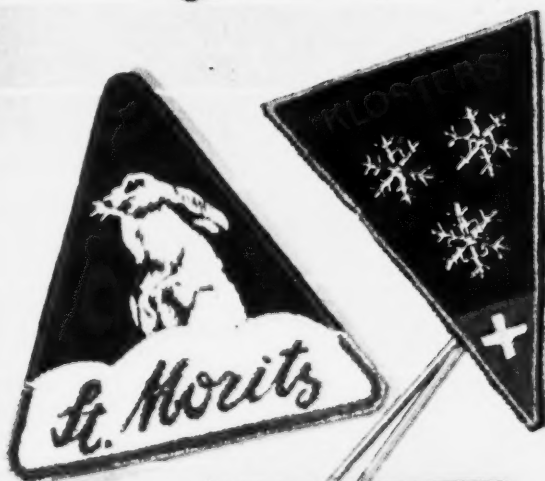


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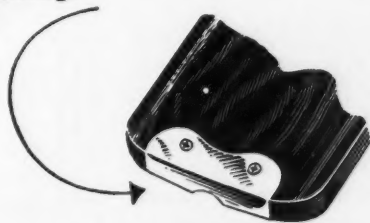
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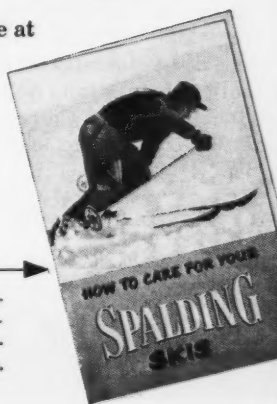
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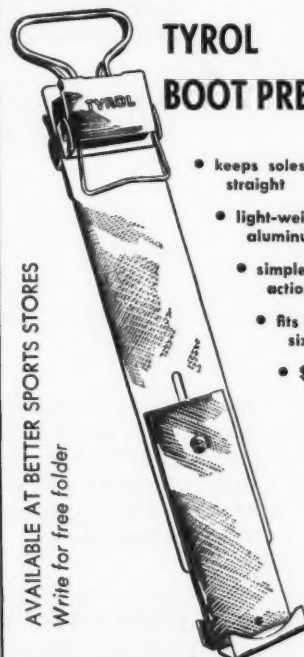
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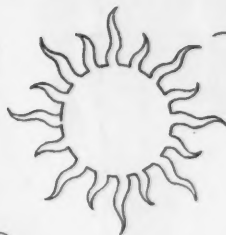
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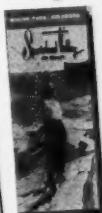
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Sirs:

In dreams of skiing (which happen with increasing frequency at this time of year) my worst nightmares involve either avalanches or being impaled by a runaway ski. Of the two, the latter is the more horrifying accident to contemplate, if only because it is man-made and avoidable, to say nothing of being more probable. Your January Newsletter on the subject of "safety bindings" and "free" skis is worthy of prompt action. Fortunately, the solution to the problem is one which seems relatively easy. A campaign could be started to convince the skiing public that a ski that has released itself from its owner is a lethal weapon to everyone in its path of descent. Also, the owner will find himself in an awkward and tiresome position to proceed with his personal descent. But such a campaign would require organization, effort and time, with results that, I believe, would fall on too many deaf or irresponsible ears. Wouldn't it be more effective for a respected publication like *SKI* to appeal to the dozen or so release binding manufacturers and ask that Arlberg straps, or the equivalent, be included with each binding kit? Now they are offered and sold on an optional basis. By being sold as an integral part of the binding, the purchaser would not be tempted to practice false economy, and the manufacturer would add to his revenue whatever the profit on the strap, but more important, he would automatically add to his sale of straps and to the number in use.

F. N. Childs

Chicago, Illinois

Sirs:

Who am I? I'm a subscriber who, by the way, would like to know when his subscription runs out so it can be "born again." A man must have his bible! Anyway, to quote an oft-quoted phrase, "I'm a servin' of her majesty, the Queen"—in Texas. And what have I been missing? The John Jay films, the Everest films, the Annapurna films, the ski jumps, the downhill and the

SKI, MARCH, 1954

cross-country skiing I would have done and, ah the rub, the talk, yes the shop talk! Boots, bases, onset, offset, ground, recessed, obtuse, edges, atomic safety bindings—the complete oblivious world I used to live in.

However, I'm here. You're there. My boots and lanieres (old school, very debonair) and skis and the odds and ends of camping equipment are in my cellar. So I'm pouring my depths out to you because your magazine has given me new life! (I got so upset, I made an extra appointment with the head-doctor!)

Your magazine, in the words of the N.Y. sharpies is "the most!" So, "print on, Macduff," till the Lowell Thomas comes to the Alamo, I'll do no skiing. And in the words of Commodore Perry, "Don't wax till you see what that cute girl on the lift line is using!"

Bob Greenberg

Ft. Sam Houston, Texas

Sirs:

I don't want to sound hard to get along with, but you made an error in your reference to the ammonium chloride process which I have been working on this past summer. I believe you called the chemical *sodium* chloride.

Since I dropped you the line on this new snow-holding process last month, I have been flooded from all sides for requests on the details of where to obtain, apply, etc., the chemical. Professor Serberlich and myself believe that this new process can be used on ice skating rinks and ski jumps as well as ski areas.

Leslie Wood

Garrison Hill Ski Area
Dover, N.H.

Ed: It happens every time we get salt in our typewriter keys . . .

Sirs:

Really got a bang out of the article on the dread disease "Alpine Masochism." Yes, I think a lot of us may have it! Up here we run into some pretty cold weather, and last week when out in twenty below weather I froze my toes. However, I believe I have found the solution. If any fellow skiers suffer likewise, try a piece of "Thermogene" (suped-up mustard plaster) in the toes of your boots.

O. Martinier

Grande Prairie, Alberta

Ed: We have taken it upon ourselves to reserve a room for you at Oberalpen Sanatorium.

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Letters

Sirs:

Let's start from the beginning. My daughter came home from school asking permission to sell magazines for the school she attends. I immediately backed her up and took a subscription to SKI. Our first copy reached us today. Tonight I eagerly picked it up and, oh brother, all it contains is advertising! . . . Honestagosh!

Being a mother of three children I thought a ski magazine would be something that gave helpful hints to the average American who skis, from beginner up. But the only thing I garnered from the magazine was "Tips for Tyros" and I really didn't get any useful information from that column, inasmuch as it's just plain common sense any skier would know. (*Any child should know!*)

I'm wondering if you can change my subscription to any other magazine? Anything you have, but SKI—which our family does each winter—will be fine. If I'm stuck with the magazine, I'll simply mark it down as "experience the hard way."

Mrs. H. McIntosh

St. Paul, Minnesota

Ed: I guess we're just children at heart.

Sirs:

I've enjoyed SKI magazine this past year very much and it is a pleasure to renew again for a two-year period.

I operate a Health Service here in Calgary for keeping businessmen and executives fit, and in our exercise program we devote a lot of time to pre-season training of our men for skiing. The Bongo Board, first seen in your magazine, has added new means of conditioning the legs and developing the automatic balance mechanism.

You might be interested in knowing that we have used the Bongo Board for a variety of exercises, such as full knee bends while maintaining balance. My own sons, aged twelve and fifteen, have done over fifty knee bends, but neither of them yet have been able to beat their old man's record of 200 knee bands without losing balance.

It has indeed been fascinating exercise for many of our men and they all have found skiing at Banff this winter to be better, as a result of better condition at the start of the season.

Gordon Pogue

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Grindelwald

(3,500 ft.) Ski from the top of the world's longest double chairlift, or down glaciers from the two mile high Jungfrauoch. Relax and soak in the sun in this charming Bernese Oberland village.



Klosters

(4,000 ft.) Now linked with the famed Parsenn by aerial cableway, this sun-drenched winter paradise, 3 hours from Zurich Airport, is a family favorite, featuring gay apres-ski get-togethers for the younger set.



St. Moritz

(6,000 ft.) Its fabulous reputation is well deserved! Olympic runs, new aerial cableway (the highest in Europe), a wide choice of moderately-priced hotels - still the favorite among discriminating young moderns.



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Editorially Speaking...



Many talents are required to produce a publication and all too much midnight oil is burned. The photo below shows three of these talented oil burners, not at work, but about to head up Bromley. They rarely work Sunday mornings.

Standing in the usual order are Dietra Tremaine, the managing editor; Alexandra Ordway, the Midwest manager from St. Paul who satisfied a desire this season to work in the home office, and Katharine Tanch, the business manager and nemesis of advertisers who would hold up your issues by sending "ad" copy late.



Dietra, a native of Shaker Heights, began her skiing in the Ohio Alps before going East to college at Smith. She later took a couple of swings through Europe and then decided that she needed some lessons. For these she headed for Aspen and Fred Iselin, whose accolade she still seeks.

Alex had her first taste of hickory while at Dana Hall before going to Skidmore where she was one of the early members of the Skunk Hollow Ski Club. You have probably seen Alex in several of John Jay's films, as she usually feels the urge to add a few new pins to her Tyrolean hat at about this time of year.

Kae is the only native Hanoverian on the staff. Four years at Wellesley, a two-year stint in the Marine Corps and a year of graduate study in music and business preceded her debut into publishing. While holidaying at home and at the request of a staff member, Kae started work for what she thought at the time would be a few afternoons. She is now in her sixth year on the magazine and has played a vital role in its development. As Wolfgang Lert, our Western manager, once expressed it, "Everyone on the staff could die or quit and Kae could still bring out a very commendable publication."

Bill Eldred

SKI, MARCH, 1954

SKI Newsletter

THE SKI SPORT ROLLS ALONG with resorts hanging up new records almost every week. Getting off to a poor start in some sections of the country after one of the biggest years of new developments, lifts, and hotels since the war, enthusiasm was stifled in some regions through the Christmas-New Year holiday period, but an ever-growing corps of ski enthusiasts just wouldn't be restrained and when the snows came, they headed in all directions to give slopes and trails across the country the greatest number of ski tracks they have ever known.

THE NEW SHORT SKIS INTRODUCED IN KITZBUEHEL, Austria last winter as an aid to beginners, are being offered neophytes in Eric Johnson's school at Dodge Ridge, California, with remarkable success. They come in two lengths, five feet five inches and six feet even. . . . The first chair lift in this country for non-skiers is being built in the Smokies of Tennessee at Gatlinburg by Everett Kircher, head of Michigan's Boyne area. . . . Coach Warren Chivers' Vermont Academy squad dominated the highly successful junior jumping school held at Brattleboro, Vt. Much credit for the event goes to veteran sportsman Fred Harris. . . . Franz Elsigan, assistant director of Ernie McCulloch's school at Mont Tremblant last year, now heads the Snow Ridge school at Turin, N.Y.

WHEN IT BECAME KNOWN THAT MAX MAROLT, first alternate on the FIS Alpine squad for the World Championships, would be given an opportunity to go to Europe for training, a benefit dinner, raffle and race were put together at Aspen, Colorado and \$1300 raised to send the 17-year-old to Austria. . . . A new aerial tramway and T-Bar lift being planned in Davos, Switzerland will rise from the valley floor at 5,039 feet to the summit of the Bramabuel at 8,127 feet. . . . 10-year-old Ronnie Johnston of Seattle is amazing oldsters with his racing performances in the Northwest. . . . The Fred Pabst family of Bromley is vacationing at Naples, Florida.

The 20TH RUNNING OF THE QUEBEC-KANDAHAR will be held at Mont Tremblant Feb. 27-28 in conjunction with the Dominion Slalom Championships. . . Veteran skiers Harry Pollard and E. W. Rust, Jr. are marketing a new sun cream called Schuss Puss. . . . 59 Boston skiers put together \$20,650 to charter a TWA Constellation for a two-week ski holiday in Austria and Switzerland. . . . Dr. Frank Howard's new film, "So You'd Like To Ski" has been widely acclaimed and will be distributed next season. . . . Kurt Rieker, head of the famous German ski boot factory bearing his name, has completed a tour of this country and Canada with his wife and Claes Corin of Porath and Magneheim, importers of the Rieker boots in the U.S. A news sheet for chair lift riders is being introduced at Arapahoe Basin, Colorado, called the Arapahoe Tom Tom. . . . A new Sunday bus setup between Denver and Arapahoe provides transportation and either a full-day lift ticket or a ski school lesson for \$4.95 and even includes free coffee served by beautiful hostesses en route. . . . J. Andrew Squires, manager of the National Winter Sports Show, which he introduced last year so successfully, announces that this year's event will have even greater participation. It is scheduled for the Hotel New Yorker, April 25-28.

KINGS GRANT INN OWNERS Ralph and Margarete Krauss of Gilford-Laconia report the new Northeast Airlines ski flights which permit a New Yorker to leave Manhattan in the morning, and have several runs at the Belknap area before lunch, proving very popular. . . . Ski Editor Frank Elkins, formerly of the N.Y. Times, is covering the FIS Championships in Sweden for several newspapers and magazines. . . . The Swix wax people have given every team at the Championships an ample supply of their product. . . . The new Poma lifts, introduced in this country this season at Arapahoe Basin, Snow Ridge, N.Y. and at Woodstock, Vt. have met with instantaneous acceptance and several new ones will be erected this summer. The new representative for it is Pomalift, 450 Lincoln St., Denver 3, Colorado. Movie-maker Hans Thorner is in Europe producing a new ski film for fall release.

→ pomalift

It is with great pleasure that Mr. Jean Pomagalski of Pomagalski et Cie., Grenoble, France, announces the appointment of Pomalift of Denver, Colorado as his exclusive agent in the United States. The fabulously successful Pomagalski Ski Lift is already in use at over 140 ski resorts in Europe, Iran, Turkey, Algeria, Morocco, Canada and the United States.

The Pomagalski Ski Lift is relatively new in the United States, but the three lifts presently installed have proven to be extremely popular, because they are comfortable, fast, and easy to maintain.

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We are currently concluding our biggest season in our 18 years of ski publishing and the future expansion of SKI MAGAZINE to keep pace with the growth of the ski sport makes it necessary for us to increase our staff.

If you would like to become a part of this publication and feel that you have experience or qualifications to contribute to it, I would like to hear from you. All replies will be treated in confidence. Please supply complete biographical data and a photo of yourself if possible. Reply to W. T. Eldred, Publisher, Ski Magazine, Hanover, N.H.

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BOOKSHELF

THE STORY OF SKI-ING, by Sir Arnold Lunn. Published by the British Book Centre, Inc., 122 E. 55th St., N.Y., 22, N. Y. January, 1954. 224 pages. \$4.50.

Speaking of the organization of the 1948 Olympic Games by one country in the territory of another, Sir Arnold writes, "... there was no precedent, till I created one, but some people create precedents and others follow them."

Lunn has been setting precedents and influencing the course of skiing ever since he first began to ski at Chamonix in the winter of 1898. His very great love of the sport, his desire to give credit where it is due and his large store of eye-witness information carry the reader at a gallop through the entire history of competitive skiing from the first recorded event in 1767 in Christiana, Norway through the 1952 FIS events held in this country.

But Sir Arnold's book is far removed from a chronology of the sport, as it is stuffed with his personal comments on all the ski-greats and the many organizational controversies that have occurred. Probably no single man has been so constantly in touch with the development of skiing, or has had so much to do with its progress—something that the newcomer on the practice hill does not, or cannot, appreciate except, perhaps, by reading Sir Arnold's own words.

AVALANCHE HANDBOOK. Published by the Forest Service, U.S. Dept. of Agriculture. For sale by the Supt. of Documents, U.S. Gov't., Printing Office, Washington 25, D.C. 146 pages. 60 cents.

Avalanche authorities Monty Atwater and "Kozy" Koziol of Utah are primarily responsible for this handbook which concerns itself with avalanche studies both in the United States and the Alps. It is certainly the most comprehensive analysis yet published in this country on this subject, which in certain regions is of prime importance to skiers. Causes, prevention, protective measures as well as rescue procedures are all reported in detail.

D.T.

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SKIN DIVING...

SKIERS' NEWEST SUMMER OBSESSION

by BART WILSON

I got into skin diving by way of skiing.

Actually, my ambition was to become a ski bum. But before I got through my apprenticeship period the snow at California's Mammoth Mountain melted and the very best ski bums, the aristocracy of ski bummers as it were, retired to the beach at San Onofre for surf board riding, or to Malibu and Point Dume for skin diving. Surf-boarding being too energetic, I chose skin diving.

For some reason, skin diving seems to hold a special attraction for skiers. Perhaps it is a deep-seated love for adventure in an environment entirely different from our everyday world that is the common denominator. In any case, many of those who played a part in the development of diving techniques and equipment were also ardent skiers and mountain climbers.

What, actually, is skin diving? It seems to me that the simplest and yet most inclusive definition would term it "underwater swimming." This is in contrast to underwater work in a regular diving suit or helmet, with the diver tied to his tender and very lim-

ited in mobility and range of travel.

Skin diving has its different stages. There is simple underwater swimming or hunting with no other equipment than a mask or goggles and swimming fins. Here the diver is limited to an underwater stay as long as he can hold his



René Bussoz, ardent skier and president of U.S. Divers Co., introduced the skin diving sport in this country. Equipped with an Aqua-Lung, he caught this 375-pound shark with an Arbaleté

breath, and the average maximum depth is around twenty-five feet. Next stage is the addition of a simple breathing apparatus like the snorkel. This is an air tube through which the diver can breathe while floating on or near the surface of the water, observing the undersea life at leisure through his mask.

The next, and biggest, step is that from mere "skinning" to "lunging": diving with a self-contained breathing apparatus which frees the diver from all restraints and allows him to stay underwater for periods up to several hours and to descend to considerable depths.

A consideration of these different approaches leads automatically to the question of equipment. This, too, can logically be divided into categories, according to function: aids to seeing, to swimming, to breathing, to hunting, plus miscellaneous accessories.

A well-fitting mask, as an aid to seeing, is the fundamental item of skin diving equipment; it is this mask which transforms a hitherto shadowy, almost unknown, realm into a new

(Continued on page 29)



Skiing begins in May and continues until October at Chile's two principal resorts, Farellones and Portillo, where long runs provide truly Alpine sport at its best

Summer Skiing IN CHILE

**More and More Americans Are Discovering That July and August
Are Ideal Ski Months in the Andes and Only Overnight by Plane**

by BILL ELDRED

LAST spring I spent a few days at Zermatt, Switzerland, after having skied and climbed down the eighteen mile Aletsch Glacier from the top of the Jungfrau. While there, my room at the Hotel Mont Cervin like most in Zermatt, afforded a beautiful view of the Matterhorn.

About three months later, on the Fourth of July, I arrived at Lima, Peru after a twelve-hour flight from Miami and took a room at the Hotel Crillon. There, big as life, on the wall hung a large framed painting of the same view of the Matterhorn. It was a very friendly and heart-warming reception to South America.

South American skiing was little

known to me, as is probably the case with most skiers in the States. About as close as I had come to it was seeing John Jay's film on his trip there, which, unfortunately, occurred at a time when snow conditions were quite poor. Many well-known American skiers such as Sepp Ruschp, Fred Iselin, Fritz Weissner, Roland Palmedo, Ralph Miller, and others had given me bits of information on it, but I still wondered what it would be like to ski in July and August at 10,000 feet in shirt sleeves in two feet of dry powder snow on a ten foot base with the temperature in the sixties! And believe it or not, this is actually what happens—and did happen!

In the vague minds of many State-side skiers like myself, Chile is an even vaguer strip of land on the west coast of South America. It was somewhat surprising to me to learn that Santiago actually is southeast of New York, at approximately the same longitude as Quebec City, and approximately 5,000 flying miles from New York.

For those having months to spend, a boat trip to Chile would probably be fun. I preferred the speed and comfort of a 300-mile-an-hour DC-6 which Pan American-Grace Airways (Panagra) uses.

The flying time from New York to Santiago on Panagra's "El Inter Americano," including a change in Miami and stops at Panama and Lima, is twenty-two hours of which nineteen and one-half are spent in the air.

In other words, one may leave New York at 3:45 in the afternoon and be on the ski slopes of Farellones, Chile the next afternoon, unless a stop-off for sight-seeing in Ecuador or Peru is preferred.

Chile's two most developed ski areas are Farellones and Portillo. Santiago is the hub of all activity in Chile and departure point for either area. A most cosmopolitan city of more than a million population, to me it resembles Montreal with its tree-bordered square and eight to ten story buildings. Santiago is located about 88 miles inland from the Pacific at an altitude of 1660 feet, but only fifteen miles away, "as the crow flies," rises the lofty range of the Andes, capped by Tupungato Mountain, Chile's highest at 20,000 feet.

Snow almost never falls in Santiago and even during winter, July and August, that is, oranges and lemons are still ripening, even though its native population is bundled in heavy over-

(Continued on page 22)



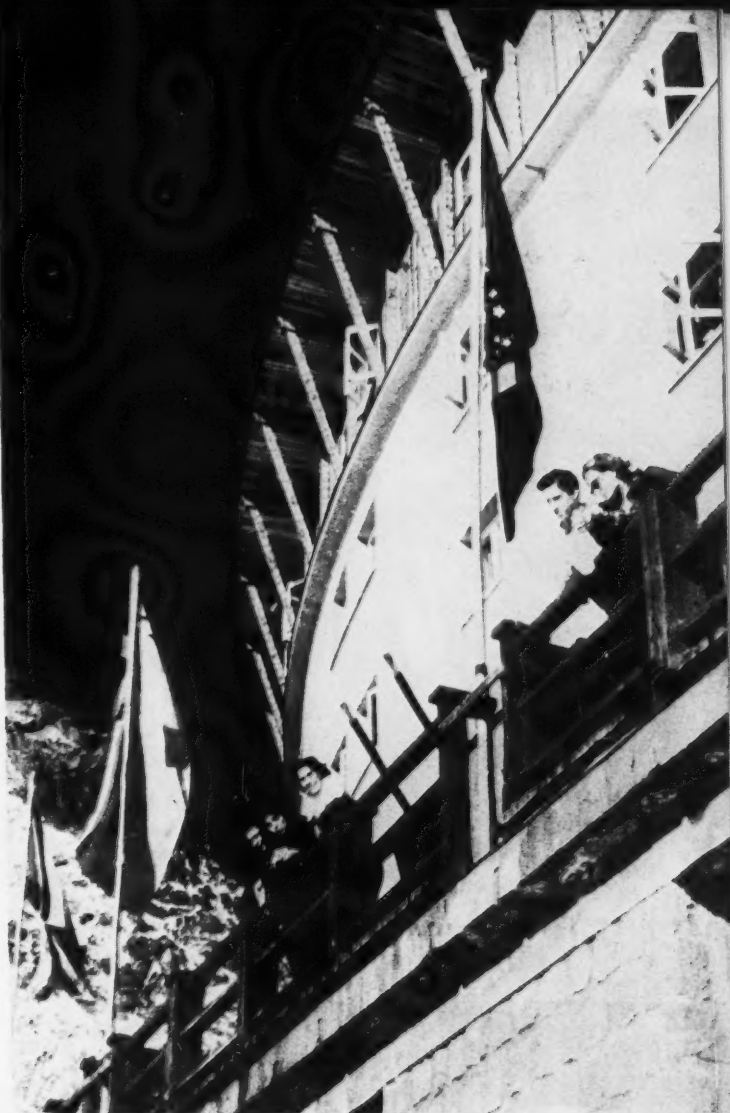
New chair lifts on Mt. Colorado, right, and La Parva serve limitless runs at Farellones



▲ Emile Allais, who has spent the last seven summers in Chile, directs the Portillo school

Situated at 9100 feet with lifts and slopes at the front door, Portillo's hotel houses 320 ►

Sure-footed burros carry supplies to slopes at Farellones, located 32 miles from Santiago ▼



Spring



In the Eastern Slopes Of New Hampshire

Wise skiers know that March and April are usually the most pleasant months of the ski season. Snow is deepest, days are longest and sun the brightest. Hannes Schneider, head of the school at North Conway, poses with one of his younger students, top left. The sweeping Arlberg trail on Cranmore is shown above and the skiers' hut atop Thorn Mt. is at left. Prize winners in a "silly slalom" at Intervale display their trophies, lower left. The open slopes at Bill Whitney's in Jackson, below, is a favored spot, and long after snow has left all Eastern areas, there is still Tuckerman's Ravine on Mt. Washington, which often attracts the stalwarts into June for corn snow skiing.



Somebody Said IT'S A FAMILY SPORT

But It's All a Question of Whose Family. We Have Fennimore

by BURT SIMS

JOE loves Mary. Mary loves Joe. One of the results is Fennimore, age five, born in wedlock the year after Joe gave up skiing solo to attempt double slalom.

After the wedding, Joe and Mary went skiing less and less. After Fennimore, the bindings rusted, the boots curled. A lull set in. Mary never had the time, between housework and more and more Fennimore work.

And Joe, like many other young husbands, had adopted an uncommonly awkward posture. He had an eye to the future, a shoulder to the wheel, an ear to the ground and his nose to the grindstone.

One day Joe laid down a copy of his Los Angeles newspaper and a far-away look came into his honest blue eye. The other was brown, something for which he could not be held accountable, but which made him a poor bet for technicolor.

"Honey," he began thoughtfully, "it says here the skiing is going to be terrific this weekend. . . ."

"How nice," murmured Mary, washing dishes. "Did you remember to get cod liver oil? Dr. Schmearschmaum says Fennimore should have—"

"Gee," geed Joe dreamily, "It's been a long time since we went skiing. Remember, just a few of us on the Blue Ridge slalom hill? That little rope tow up the side, and Tidwell getting lost in the mesquite the day of the big race?"

Fennimore belted him across the shin with his Disintegrator Ray gun. "Does it taste good?"

"It's good for you," said Mary, ironing shirts.

"Best thing in the world," mused Joe. "But it doesn't have a taste, exactly."

"You'd like it," said Mary, vacuuming the living room burlap.

"What?" demanded Fennimore demanding.

"Why, skiing," said Joe.



"Why, cod liver oil," said Mary simultaneously.

They looked at each other. They looked at Fennimore. Fennimore Disintegrated them. Joe said, "I read once that it's a family sport. He's big enough, now." Mary looked doubtful.

"It's been so long," Joe went on wistfully. "Fennimore ought to get outside more, anyway. He's looking at TV so much his knees are getting caloused."

The plot had been to arise at seven, be in the car, breakfasted, by eight—and be at the ski lift by ten-thirty.

Joe shut off the alarm, threw back the covers (on Mary's side of the bed and burrowed deeper into the pillow.

He wasn't fully awake until he slid behind the wheel, counted noses, and glanced at his watch. It was 9:17.

Joe slammed the car into gear. "Got everything? I've a feeling we're forgetting something."

Fennimore tugged at his knitted red cap. "It itches," he complained. He pulled at his jacket. "I'm hot."

Mary looked worriedly into the back seat. Clothing and equipment were intermingled with the casual air of a bargain basement after an explosion. They sped a mile as she took inventory. "I . . . I—oh, my."

Joe slammed on the brakes, slammed around in the seat and
(Continued on page 38)



As the sun rises, skiers set off with rucksacks for a day of travelling across untracked snowfields in remote country

This Time Try Touring

**Winter Knapsacking in the Back Country Is Low Cost Fun
As Well as a Challenge to Ingenuity and Rare Adventure**

by JIM HAYES

MR. and Mrs. Average Western Skier are pushing away from the chair lifts and rope tows this year to try their waxed boards on the unmarked snows of the back country. And, they're discovering that ski touring (pioneered by hardy professionals and wartime ski mountaineers) can be inexpensive and thrilling.

The shift away from the highly developed areas hasn't become a stampede yet, but ski equipment dealers in every Western state report increased sales of lightweight touring gear ranging from standard cross-country skis to nylon tents and pocket stoves.

What is there about herringboning over the hills to uncluttered slopes that attracts King Ski's courtiers? It's

freedom, adventure, and the chance to try practice hill techniques on virgin snowfields. That's what the tourists say.

Ski touring, or winter knapsacking, can cost less per day than lift riding and can be safer, if the tourist is willing to obey the common sense rules of back-country conduct.

First, the expense. Adequate touring outfits may be purchased for relatively little at any ski shop. Or, if you have an eye on the budget, they can be made up from regular ski equipment, summer camping gear, and occasional bits of surplus Army material.

Pioneer ski tourists, most of them cross-country artists, used to insist that long, narrow skis with greater

flexibility and more tip upturn were necessary for touring. But most skiers find standard downhill boards and regular poles are completely adequate. Bindings should be of a cable type, with a set of downhill hitches fore and aft, Arlberg straps or some other positive means of fastening the ski to the ankle. Loss of a broken ski has spoiled more than one touring weekend.

As break insurance, most ski knapsackers pack an extra aluminum ski tip or contraction band for on-trail repairs.

Clothing, of course, will depend on the length of your trip and anticipated weather conditions, but should be designed to offer the most warmth for the least weight and bulk. There

are no warming ovens or lodge fireplaces on back country trails, so your comfort, even your life, will depend on what you wear and carry in your pack.

Clothing should consist of a thin, windproof and water repellent outer shell and as many inner garments as you need for warmth. Experienced tourists say inner garments of loosely woven wool conserve body warmth and are easier to shed during the heat of the day and put back on during the chill evenings.

The choice of your touring sleeping bag will be governed by the same considerations. Experts recommend down, feather, and wool stuffing in that order, but any light, warm bag should suffice in the milder climates. Remember, though, the outer layer should be windproof and water repellent.

Windproofing holds for the touring tent, too. Excellent surplus two-man Arctic tents sell for less than \$20 when they can be found. Satisfactory tents can be sewed on a home sewing machine for much less.

Your pack, for most weekend jaunts, should be a rucksack. Some surplus sacks designed for the U. S. Army mountain troops still are on the market at less than \$5. Tourists agree the metal frame rucksack is the best bag for weekending in the back country. It is entirely adequate for loads up to fifty-five pounds. The rucksack itself weighs close to two pounds.

Next item of importance is the stove. There are countless gasoline stoves on the "lightweight" market today, ranging from the one pint U. S. Army-developed "pocket stove" selling at around \$7 to imported European "tea warmers" which retail for nearly \$20. Weight, including fuel container, should be a secondary consideration here with primary emphasis on the stove's ability to do the job.

Other pack items, including dark glasses, first aid, repair and toilet article kits, extra clothing, cameras and the like, are matters for your own decision. Take only what you can justify as necessary, however, for the pack will be heavy enough at the end of the day without a lot of gadgets.

Four items you should not leave out, however, are a map of the area in which you are skiing, compass, elastic bandage, and waterproof matches. These are essential, even on day trips over well-marked trails.

Food and water will be your big-

(Continued on page 34)

HUMANIC



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Dartmouth Skis, importers and distributors of Europe's best ski equipment for more than 30 years, brings this top-quality Austrian boot to American skiers. The outer boot is of seamless construction and made of best grade waterproof leather. The inner

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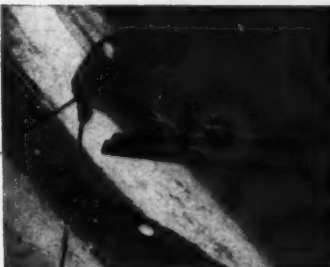
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Italy Prepares for Next Olympics at Cortina d'Ampezzo

by DIETRA TREMAINE

CORTINA D'AMPEZZO, site of the VII Olympic Winter Games, is situated in the heart of the majestic Dolomites in northeastern Italy. Although this is the first time that the little town of 6,000 inhabitants will be host to an Olympic meet, it is well versed in the staging of international events, including three FIS World Championships in 1927, 1932 and 1941.

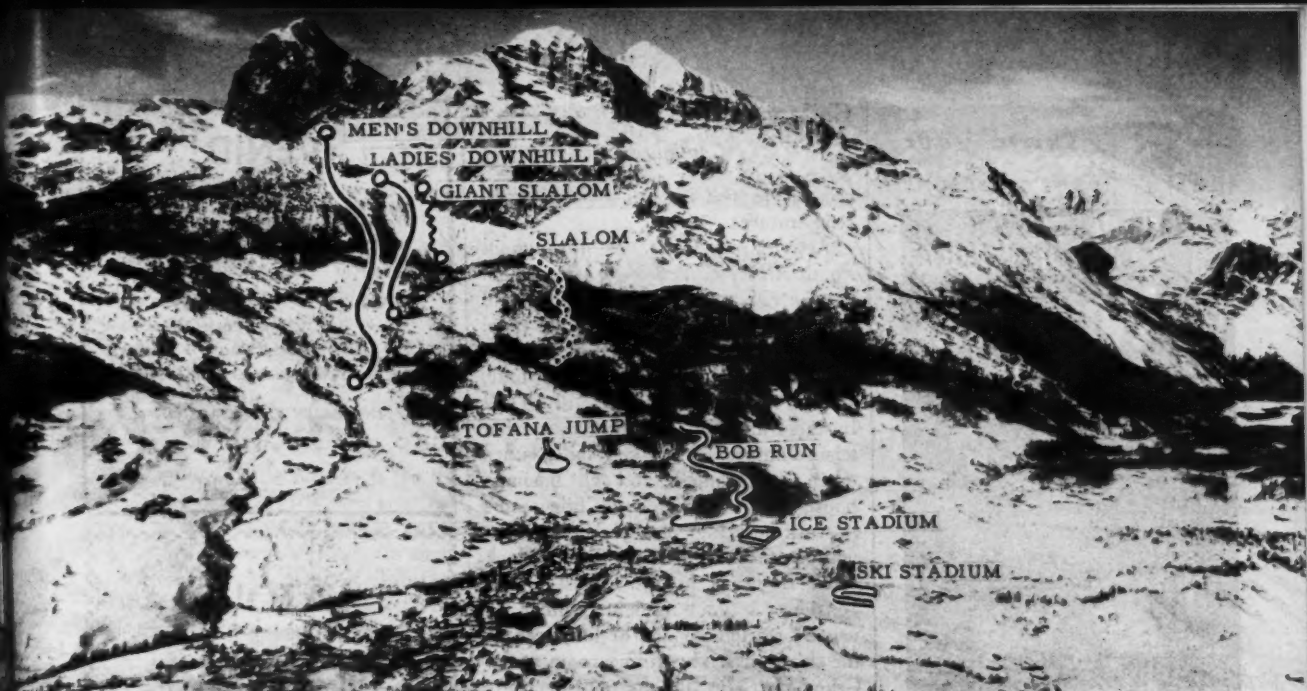
However, the preparation of an area to bring it to a stage of readiness such as is required for Olympic competitions is a task almost beyond the comprehension of the average skier. Simple evidence of this is the estimated three and a half million dollars needed to fulfill the requirements that the Winter Games demand. Work has been in progress ever since the 1952 Games in Oslo to assure perfect conditions for both competitors and visitors when the VII Winter Olympiad opens at eleven-thirty on Thursday morning, January 26, 1956.

You might well be wondering what on earth could demand an expenditure of three and a half million when Cortina already has two ski jumps, a skating rink, a natural lake and an internationally famous bobsled run, to say nothing of lifts, mountains and snow in abundance.

Well, to begin at the bottom and work up, so to speak,

Cable car ascends 6900-foot Monte Faloria.
10,600-foot Monte Cristallo is in distance





Three and a half million dollars is being spent in preparation for the Games at this 4,015-foot resort in the Dolomites

Preparations Have Already Been Started For Seventh Winter Games To Be Held From January 26 to February 5 in 1956

Cortina lies at an elevation of 4,015 feet. In the town itself it is necessary to enlarge and extend the highway system and lines of communication; to improve the Dolomites' railway service in conjunction with the natural and international networks; to construct a new building for postal, telephone and telegraph services; to install a coaxial cable to expedite international telephone communications; to complete several public buildings and grounds; to improve street illumination; to extend the municipal aqueduct; to increase hotel equipment and accommodations from 8,000 beds to 10,000 and to plan utilization of an additional 20,000 beds in the neighborhood; to prepare parking space for vehicles and to have adequate snow removal equipment for all the important streets.

A ten-minute walk from the center of town will bring you to the new Olympic stadium now under construction. It will consist of three tiers of covered seats and a glass gallery for radio and press, and will have a seating capacity of 10,000 people. The three-sided stadium partially encircles two skating rinks to be used for hockey games and figure skating. A mile or so outside of town is Lake Misurina, "Pearl of the Dolomites," which will be used for speed skating races. Another 10,000 capacity temporary grandstand will also be erected on this site.

Another five minutes will find you at the start and finish line for all the cross-country races. A stadium is to be erected here with provisional seating capacity for 20,000 people. The races will be run on various courses along the valley in the direction of Misurina.

The new Italia ski jump, about a mile and a half from town, in the hamlet of Zuel will allow for maximum leaps of 263 feet. The jump has been entirely reconstructed in

concrete along the lines of Oslo's famed Holmenkollen jumping hill, and there will be seating capacity for 25,000 spectators.

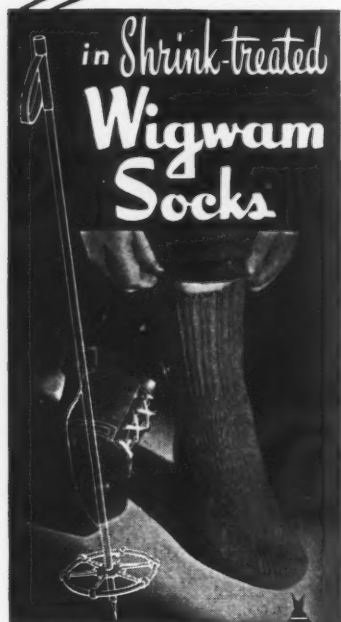
That gives you an idea of the "groundwork" going on in Cortina. Now we'll move up the mountain and take a look at the sites of the Alpine events. A new course has been prepared for the men's downhill, on the Tofana slopes, south of the usual Tofana race course which was created for the 1941 FIS. The new course has been laid out on much steeper ground and presents considerably more difficult terrain. The start is at 7,874 feet and the 1.8-mile run has a vertical drop of 2,953 feet.

Very probably the old Tofana FIS course will be chosen for the ladies' downhill with the starting line close to the Aosta mountain hotel at 6,889 feet, finishing at Rumerlo Alp after a vertical descent of 2,076 feet.

North of the ladies' downhill course there are a number of slopes with a variety of steepness, and these will be utilized for the giant slalom courses for both men and women. To date, no definite selection of terrain has been made.

Col Druscie, 5,833 feet, located at the foot of the big Tofana, is well adapted for slaloms and has already been the scene of numerous important competitions. In accordance with modern slalom methods, a double run will be used.

And those are the plans which are now in progress, and have been ever since the Games were awarded to this little Italian town by the Congress of the International Olympic Committee at their meeting in Rome in 1949. All Cortina is now one vast workshop, busily setting the stage for the best Olympic Winter Games yet produced.



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Chilean Skiing

(Continued from page 14)

coats to protect it against sixty degree temperatures.

Activity in Chile, as throughout South America, assumes a pace which can be either intolerable or delightful to an American. Afternoon siesta time, usually of two or three hour duration from one o'clock to three or four, simply results in a stand-still of all business and activity other than of a leisure nature. Three hour lunches are taken for granted, and all business houses close their doors. Chile seems to work on a four meal a day schedule with the tea hour at six or seven o'clock often resulting in what most would consider a good lunch. Dinner is usually started at nine or ten, even at the ski resorts. The dining room at the Grand Hotel Portillo does not open for dinner until eight-thirty and remains open until midnight.

It is virtually impossible to plan a close schedule of affairs in Chile, simply because nothing seems to operate on schedule. This can of course be most frustrating if one permits it. On the other hand, once recognized and accepted, it can make for a great bit of fun.

The day I was leaving Portillo, together with some friends including Stan Burke, a former New Yorker now in Chile with Panagra, we had been told that the train back to Santiago would leave at four o'clock. We were enjoying a pleasant lunch at about two-thirty when it was announced over the public address system that the train would depart in fifteen minutes. Needless to say we established a few records for packing, paying our bills, collecting skis and checking out of the hotel. We did get to the train by three, only to sit in it at the station until four!

Stan's experience in Chilean affairs had caused him to anticipate such things and he introduced me to a delightful fruit juice drink native to Chile, known as pisco, so the delay was not at all uncomfortable, in fact added greatly to the enjoyment of the trip.

The skiing in Chile is as good as may be found anywhere in the world. Blessed by high mountains, vast slopes above treeline, a dry climate and a high percentage of sunny days, the biggest problem the past season was that of too much snow, particularly at Portillo. Located on the Trans-Andean Railroad, and of course subject to slides, the railroad was unable to keep the resort's only means of access open,

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Investment stock is still available in "Andariveles de Cordillera, Sociedad Anonima", the ski lift company which owns 4 lifts, including a 7,200 foot double chair lift, and desirable adjacent building lots.

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and the area was actually forced to close about a month early last August.

Skiing began in Chile in 1928 when the then president of the country contracted with a German ski teacher named von Lowenthal to teach a few Chileans the fundamentals of the sport.

The sport has grown rapidly and the proficiency of its skiers has increased immeasurably, according to the great French-born, but now American, teacher, Emile Allais. He has probably been the leading figure in the development of the sport in Chile, and particularly in the field of technique. It is very spectacular to watch the skiers on the slopes of either Portillo, where Emile and his wife Georgette alternate their ski seasons with Mt. Baldy, California, or at Farellones. Rarely does one see any skier doing a snowplow or snowplow turn.

Last season was the seventh for the Allais' in the Andes, and they enjoy it so much that they are planning to build a home there.

Ski school rates, like most others in Chile are amazingly low to an American, because of a particularly favorable rate of exchange. In a few years the exchange rate of the Chilean dollar or peso has dropped from 38 to 1 to a rate of about 235 pesos to the dollar. A day in ski school, four hours, costs 150 pesos or seventy-five cents—and less on a weekly rate—at Portillo.

Bunkroom accommodations at Farellones, together with meals, tips and all charges are less than two dollars a day, while at the commodious hotel at Portillo, a room with private bath, four excellent meals, tips, etc. is less than five dollars per day. A day ticket for the two chair lifts and a platter lift costs one dollar and twenty-five cents per day.

At the Hotel Carrera in Santiago, the best in the city, and as fine a hotel as one could want anywhere in the world, rates are equally low. Continental breakfast in one's room costs about sixteen cents and a delicious steak dinner in its beautifully appointed Boite "Le Cirque" room is about a dollar and a half, with dancing to a ten-piece band.

Because of its popularity, reservations are sometimes difficult to obtain, but Tony Vaughn, a most helpful American who manages the hotel, suggests that skiers drop him a note when planning to come to Chile so that space may be reserved for them. Both he and his charming wife Pam, a native Montanan, are rabid ski enthusiasts

(Continued on next page)

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Chilean Skiing

(Continued from page 23)

and delighted to help American skiers going to Chile.

Whether one prefers to go to Farellones or Portillo first is a matter of choice. If altitude is a factor, it might be mentioned that Farellones is a little lower, being from seven to eight thousand feet high, while Portillo is at ten thousand feet. The new chair lift on Mount Colorado at Farellones which will be operating this summer goes up to ten thousand, however.

As you approach Farellones, the first *refugio* or lodge you will see is that of Augustin Edwards, a prominent Chilean banker, businessman, and sportsman, who has played an important role in the development of skiing. There are about sixty of these *refugios* at Farellones and they vary from one-room private cabins to large clubhouses with bunkrooms for nearly a hundred.

Many of Chile's ski clubs have their own houses, including Ski Club Chile, Club Espanola, Club Barcelona, Club Catholica, Club Nevada, Kuribund, University of Chile Ski Club, and others. Building costs are extremely low, since a carpenter charges about fifteen cents an hour for his labor. Likewise, the going rate for servants is about six to eight dollars a month. This of course explains the low hotel rates.

The clubs welcome outside guests and there is also La Posada, a rambling lodge with bunkrooms (*collectivos*) which charges less than two dollars a day for bed and food.

Many Santiaguinos have their private *refugios* and some of them are most attractive with their balconies and large picture windows looking out on as beautiful mountains and snow fields as one could see anywhere in the world.

Two of these are owned by Americans, Kip Leatherbee, a transplanted New York accountant who, together with his charming Chilean wife Mimi, did considerable racing in this country prior to the war under the colors of the Amateur Ski Club of New York, and Margaret Green of Richmond, Virginia. Margaret has done a lot of skiing in the States, particularly in the Eastern Slopes Region of New Hampshire and went to Chile during the war to work in the U. S. Embassy. She enjoys it there so much that only infrequently does she return to the States.

In the past Farellones has had only a 1650-foot T-Bar and 1400-foot hook lift, but the picture is scheduled to be greatly changed for this summer's season. (Continued on next page)

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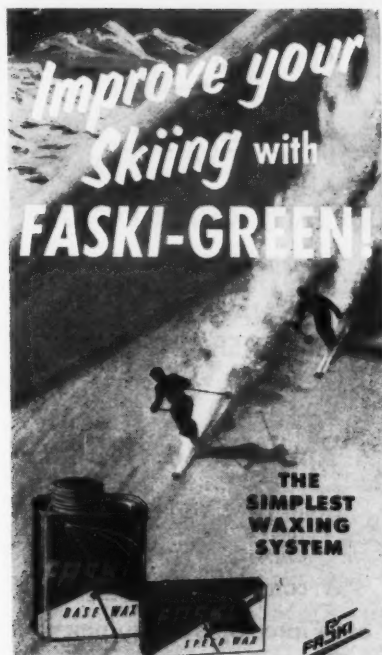


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son, which normally extends from about the middle of May to the middle of September. The Leatherbee's, familiar with the best ski areas of both the United States and Europe, have long envisioned the ski possibilities of Farellones. They rightfully believe that the proximity of the area to the vast population of Santiago, combined with smooth, broad open snowfields extending almost as far as the eye can see, equal a brand of skiing available anywhere on this hemisphere or Europe.

A year ago the lift corporation, known as Andariveles de Cordillera, which translated, I am told, means "Lifts of the Mountains," erected the towers for the new double chair lift. This will provide ready access to almost unlimited runs ranging in length from one and one-half to three miles and dropping more than three thousand feet. The *Puma* or "Wildcat" course may well become one of the outstanding race courses in the Western Hemisphere. It drops 3300 feet in one and one-half miles and will be served by the T-Bar and new chair lift. The new lift is 7200 feet long and located above the present T-Bar.

In addition to the new chair lift at Farellones, Nestor Carillo, a Cuban lawyer and Swarthmore law graduate is busily engaged in building what might well be termed the "Mont Tremblant of South America" since his group of international financiers and skiers has purchased a large tract of land adjacent to the present lift and *refugios* of Farellones on a huge mountain known as *La Parva* (the Haystack), which covers over two thousand acres or ten thousand *hectares*, as they are known in Chile.

Towers were erected last year for the initial double chair lift and should be ready for operation when the first snow flurries hit Chile next month. This new lift is one and a quarter miles long with a vertical drop of 1680 feet, according to Carillo. A short cable tow from the parking area to the base of the chair lifts is also being planned.

Several Santiaginas have or are building their *refugios* in the area and a hotel and shopping center are ultimately scheduled.

Together, the Farellones and La Parva developments will provide truly Alpine skiing of the finest nature, and all above treeline and well-served by uphill facilities. Until a good hotel is built, however, some skiers will miss the comforts of a room with private bath. Likewise, the last few miles of

(Continued on next page)



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Chilean Skiing

(Continued from page 25)

the road to Farellones could be improved and adequate snow removal equipment provided. The best lift in the world is of little value if inaccessible.

Portillo, Chile's other big development, located four miles from the Argentine border at an altitude of 9300 feet high in the Andes, is reached only by train. It is a scheduled six hour train ride, but sometimes requires longer if snow conditions are bad. The Trans-Andean International trains to Buenos Aires go through without change, but on some it is necessary to make a change at *Los Andes*. The round trip fare from Santiago is about three dollars.

The route covered is a most picturesque one in that in a matter of a few hours one passes from tropical foliage, palm trees, and orange groves to twenty-foot snowbanks. Some of the trains have a dining car, but the wise traveler will have a lunch packed at the Hotel Carrera before leaving.

The hotel at Portillo, only two hundred feet from the railroad station and connected by an underground tunnel, faces Laguna del Inca, a beautiful lake surrounded by high peaks rising five to six thousand feet above it.

The hotel is owned by an operating company controlled by the Chilean government and when one considers its location and remoteness, it is most luxurious. All types of accommodations from four-bedded bunkrooms to suites are available, and service is good.

The hotel is a semi-circular concrete six story building with large balconies, a theatre, night club, several restaurants and bars, medical service and, of course, is the home of the Emile Allais ski school during the season. Its atmosphere is most cosmopolitan and in addition to Spanish and English, Portuguese, Italian and German are often heard. The hotel is normally open from the middle of June until the middle of October and has a capacity of 320.

The skiing there is excellent for either the beginner or Olympic champion. A gentle slope with a 2300-foot platter lift is used by the lower ski school classes and the steeper runs are served by two chair lifts. The liftline course down through "The Throat" is, as Allais says, "as steep as it is possible to be and still hold snow."

A snow fence borders one part of this run which I assumed was used to prevent a snowslide, but quite to the contrary, it was "to catch skiers who



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had fallen and prevent their sliding to the bottom of the mountain," according to the Maestro. I later learned from experience that it was an excellent idea.

The wonderful part about the setup at Portillo is that everything is directly in front of the hotel. No climbing is required to any of the lifts and waiting lines hardly ever exist.

Allais believes that it is one of the best training spots for competitive skiers that he has seen anywhere in the world, and he has of course seen virtually all of them.

"Unlike the summer training grounds in Europe which require several hours of climbing on the glaciers, the skiing at Portillo is outside your door and served with lifts. As a result, skiers can obtain far more down mountain practice than in Europe," says Allais.

Touring trips to the Christ of the Andes statue on the Argentinian border, about four miles away, and numerous other tours are staged during the spring months, particularly in September.

Powder snow skiing continues through August normally with spring skiing beginning in September.

"When the hotel was opened in 1950 there were very few Americans patronizing the area, but now there are times when it seems as if half the guests are from the States, especially in August," according to the Allais'. Several are returning each year.

There are plans for new lifts and even an aerial tramway to extend far enough down the mountain to eliminate the bottleneck which snowslides can create by preventing the trains from reaching the resort to bring skiers or take them out.

Last season there was a period of eight days when trains were unable to get through, causing many problems for those trying to reach the area and others trying to leave. Among the latter was Dartmouth ace Tom Corcoran who had been training with Allais and had to leave in order to report to Uncle Sam for naval training. Since there were no trains operating, he was forced to ski down about fifteen miles with all his luggage and equipment strapped on his back—no mean feat in a snowstorm and over an unmarked course.

In addition to the Farellones and Portillo areas, Lagunillas is also popular with Santiago skiers, and is located southeast of Santiago. The trip there is by car, which takes about two hours. Also south of Santiago one may

(Continued on next page)



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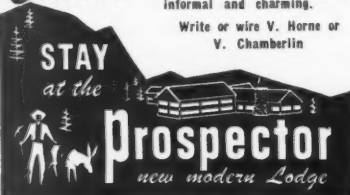
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Chilean Skiing

(Continued from page 27)

ski on a volcano at Llaima, going first to Temuco by train and then by car or bus. There are no lifts at Llaima, however.

Skiing is expanding rapidly in Chile and along with good skiing, the customs, habits and even people themselves are so much different from those encountered at our own resorts that a ski trip "down under" is a truly thrilling experience which can be highly recommended to anyone.

Panagra is the most direct and logical way to get there and you will enjoy every minute of the trip from the time your captain welcomes you aboard at Miami to the time when back home you stack away your skis for a couple of months until you head northward again in quest of the wonderful white stuff.

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How To Get There: Pan American Grace Airways (Panagra) is most direct. Daily flights, from Miami to Santiago, and return. First Class fare from New York to Santiago and return is \$975.60; Tourist Class, \$766.00. The "Fiesta Lounge" on certain flights is extra fare, as are berths. Baggage allowance on all flights is sixty-six pounds. For full information and reservations contact Pan American-Grace Airways, 135 East 42nd Street, New York 17, N.Y.

Arrangements in Chile: Latour, a travel agency in Santiago located in the Hotel Carrera, is owned and operated by Mr. Ray Grasty, a Texan and former Panagra pilot, and he will gladly make all arrangements for hotels, transportation and any other travel needs while in Chile. Mr. Grasty is delighted to help American skiers in any way possible.

Reservations in Santiago: Should be made through Latour or direct with Mr. Anthony Vaughn, Hotel Carrera, Santiago.

Additional Information on Portillo: Latour, Santiago; Hotel Portillo, Portillo, Chile; or Emile Allais, Mt. Baldy, California.

Additional Information on Farelones: Mr. C. F. Leatherbee, Casilla 1844, Santiago, and Mr. Nestor Carillo, Hotel Carrera, Santiago.

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Skin Diving

(Continued from page 13)

world seen clearly and distinctly.

The most important swimming aids are fins or flippers, fastened to the feet, which greatly increase a swimmer's speed and power and free his hands for other tasks. A good fit in fins, though not as vital as the airtight fit of the mask, is of great help. If they are too loose, they are likely to come off; if too tight, they may cause cramps in the toes.

Among the breathing aids, the various forms of "snorkels" come first. The snorkel gets its name from the air supply tube introduced by the German submarines during the war. The simplest form of the skin diving snorkel consists of a bent plastic tube whose end protrudes above the surface of the water while the swimmer holds the mouthpiece between his teeth and breathes through it. The fancier models have added a valve arrangement, often a floating ball in a kind of cage, which will seal off the tube when the swimmer submerges or a wave washes over the end of the tube. Some of the newest masks have built-in snorkels. The afore-mentioned equipment can be assembled for a minimum of thirteen dollars.

The self-contained breathing apparatus is the epitome of skin diving equipment. Best known is the Aqua-Lung, developed by the French. It consists, in essence, of a metal cylinder holding air under high pressure, a demand-supply valve which automatically reduces this pressure to the same pressure as exerted by the water on the diver, and rubber tubes with a mouthpiece through which the diver breathes. There are some fundamentalists who sneer at the "lung-divers" just as the confirmed ski tourers used to sneer at the lift riders. Nevertheless, the use of both ski lifts and Aqua-Lungs has shown a steady increase among our short-of-breath contemporaries.

The hunting aids range from simple abalone irons and cork-handled knives, through various forms of spears and tridents, to a multiplicity of guns powered by rubber bands, metal springs or carbon dioxide. The harpoon-like shafts fired by these guns are equipped with heads as numerous, varied and controversial as ski waxes.

For those who prefer hunting by camera, there are any number of

(Continued on next page)



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Skin Diving

(Continued from page 29)

underwater camera cases and even complete underwater cameras. Beautiful movies, as well as stills, have been taken underwater, in color as well as black-and-white, and even in color 3-D.

For those poor, demented souls who continue diving even after the ski season starts, there are rubber suits to offset the coldness of the water. Odd and sundry accessories, such as depth gauges, weights, underwater compasses and watches, rescue packs, waterproof flashlights for night diving, etc. complete the ever-growing list.

Not to be forgotten is the increasing literature on the subject. Books like "The Undersea Adventure" by Philippe Diole, "The Silent World" by Jacques Cousteau, and "Diving to Adventure" by Hans Hass are fine literary introductions to the psychology, as well as practice, of diving. Simple, inexpensive manuals like "Fun in the Water" by Bob Winston and "A Guide to Skin Diving and Underwater Spearfishing" by Max L. Jones furnish the beginner with a good introduction to the technique of the sport. "The Skin Diver" magazine (P.O. Box 128, Lynwood, California) is a good source of diving and equipment news.

The choice of the right equipment in lung diving is not only important; it is vital, in the strictest sense of the word. The home-built aqua-lung may save you money; it is likely to cost you your life. But good, proven equipment, combined with thoroughly studied and correctly executed diving techniques, makes such dangers as air embolism,



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or damage to ears and lungs easily avoidable. Nor need the average Sunday diver, who will rarely, if ever, descend to fifty feet, feel concern about the "bends" or the "ruptures of the deep." As for external dangers, such as attacks by bloodthirsty sharks or desperate struggles in the vacumatic embrace of a giant octopus, they are the stuff that Sunday supplements and movie marquees are made of. My own rule for safety has been simple and extremely effective: whenever I meet a denizen of the deep whose looks I don't like, or who won't fit into my stew pot, I leave the premises.


This doesn't mean that skin diving is without risks. As the skier must watch his weather and snow conditions, so the diver must take into account the dangers of current, surge and surf. Most injuries in skin diving are due to contact with sharp rocks, corals or spiny sea urchins. These, as well as the other diving dangers, are avoidable with a modicum of care. Fundamentally, the same basic safety rules apply in both diving and skiing: don't attempt feats beyond your ability and training—and don't go alone!

The "when" and "where" of skin diving is easily answered. When? Any time the water is not too cold for you and the equipment at your disposal. Where? Any place where the water is not too rough and is clear enough to make underwater "looking" worthwhile. Of course, there are favored diving areas (in the U.S., the southern sections of both coasts) just as there are favored ski areas; but while you get ready for these, you'll find that skin diving techniques and equipment can add fun even to your local swimming pool.

Getting interested in starting a little diving after the ski season is over? Here's how to go about it. Get your equipment, starting with mask and flippers, from a reputable sports shop which has help who are themselves acquainted with diving. You will find that in many cases your favorite ski shop is also the divers' hangout.

Here, too, you will get advice and make contacts with experienced divers who will be glad to get you off to a gradual and safe start. With such help and advice, reinforced by reading some of the literature on the subject and by using a bit of caution and common sense, you will soon be enjoying the thrill of entering into a new underwater world—a thrill to equal your first contact with the white world of skis, snow, and mountains.

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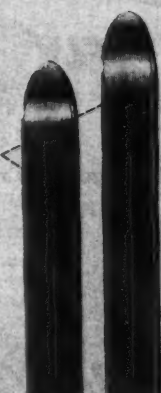
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The Skiing Innkeepers

by FRANKIE O'REAR

"HE who would be a man must be a nonconformist." I have always loved Emerson for making such a statement. Of all the sportsmen in the world, skiers are the extreme nonconformists.

What most men consider success, we disdain as a colorless mediocrity. Driven by our fanatic devotion to the sport, we have managed to build a life in the skiing world which we consider dignified, creative and full. We are not "ski bums". We have simply made skiing our business and manage to do year-round what most men slave to enjoy for two weeks. Our fun is our work and our work is our fun and best of all, in our case, we work together as a husband and wife team with our four-year-old son providing the comic relief.

By now you may have guessed that we are innkeepers. We manage the small and, we think, very delightful, Devil's River Lodge at the base of Mont Tremblant, highest peak in the Laurentian mountains. A chair lift rises from our door and three lovely ski runs converge at our sundeck. We ski, we laugh, we work and one of the best rewards of our business is to watch our guests check in as harassed, tired, pale-faced fugitives from a high-pressure life and check out two weeks later relaxed, happy, sun tanned and recharged.

It all started for us eight years ago when, with some fear and much trepidation, we read a telegram from our prospective boss saying he had hired our staff—a French chef and wife and a Swedish maitre d'hotel and could we please come as soon as possible to open up for the winter season. It was all a little terrifying, like plunging from a high dive for the first time. We had made up our minds that this was the life we wanted and the opportunity had happily fallen in our laps, but we were a bride and groom with three matrimonial months and absolutely no experience as innkeepers.

The only conveyance which would hold a trunk, an entire dark room, complete with chemicals, enlarger, pans and fifty-five sundry items, duffle bags, three pairs



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of skis and poles, a dog and the two of us was an old Ford pickup truck with a platform body. Patching up a couple of frozen pipes and injecting the dog with rabies serum, we put the carnival on the road at Woodstock, Vermont about five hours behind schedule one cold winter morning.

It was getting dark as we approached the Laurentian foothills. Pelicans were flying with full wingspread in our tummies and our blood banked around the turns as we thought of what lay ahead. Somewhere north of us in the night we would approach a fully staffed ski lodge which we were to "manage."

With these bleak thoughts, we drove into the core of a roaring blizzard. The temperature dropped ten degrees, the windshield froze and the dog threw up. In all the confusion, we got off route eleven and it wasn't until the road narrowed to a ribbon between car-high snow drifts that we found out, from a hair-lipped *Habitant*, that we were approaching the Ontario mines. We died a little, made a ninety-degree turn and reached for our flask of medicinal brandy.

It was 5:00 A.M. and a cold dawn was climbing up out of the east when we rattled up to the door of the lodge. We thought, happily, that we could sneak in and collapse on the nearest sofa before establishing labor relations with some semblance of dignity. Not a chance. All doors were locked. After ringing the bell for ten minutes, our maitre d'hotel appeared at the door in his bathrobe with his long blond hair streaming rakishly on end.

As he opened the door, the dog flew in past him and skidded, like a rocket, across the newly polished floors right into the fireplace. Johnny was throwing bags off the back of the truck and left me to face the music alone with a kerchief tied about my head, a grubby face and a brandy breath. Maitre D. mistook me for a paupered refugee right off the boat who was somehow lost in the night. As he started to slam the door in my face, I mustered what dignity I could and put out one cold, filthy hand and said falteringly, "You must be Gustav; how-do-you-do. I am Mrs. O'Rear. I guess you were advised of our arrival." Need I say he fainted?

We are now in our eighth season, considerably more experienced and richer by one son who learned to ski at twenty-two months. We wouldn't trade our life with all the tycoons on the North American continent. We are not smug—just three happy nonconformists.

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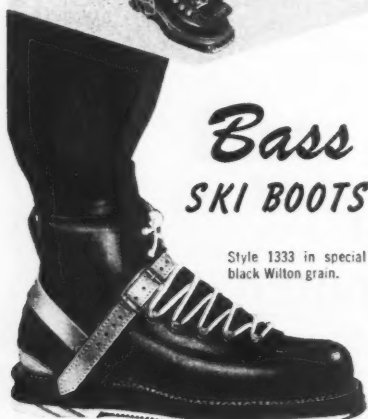
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Try Touring

(Continued from page 19)

gest problems in ski touring. Melting snow for drinking water, even on the best portable stoves, is a tiresome chore. You are fortunate indeed if your touring area boasts some daytime flowing streams where fresh water can be obtained. Usually, you will find, though, that you crave hot drinks more than cold water. Keep the stove near the top of your pack, then, and brew a cup of tea, soup, or bouillon when you stop for a few minutes' rest.

Selection of food is a subject in itself. The simplest rule, however, is to stick to the dried, dehydrated or powdered foods, rich in protein and salty. Dehydrated soups are a good bet, and mighty tasty as a noontime filler or addition to an evening meal. Powdered milk and eggs, dried beef, dried fruits, nuts, chocolate and tea are the standbys for the experienced ski tourists and should be included in your pack.

Now you're ready to pack your rucksack and head for the cold white unknown. But wait! Have you left word of your destination, route, and proposed return time with someone at the lodge? Many touring skiers have been rescued because they were overdue and a search was begun in time. Better remember this!

Last goodbyes said, you're on your way. Most touring parties consist of two or more persons, for few indeed are the lone wolves who are competent, or foolhardy, enough to head into the back country alone in winter.

Adjusting your rucksack so it doesn't jab you in the back, you plant your poles and start one-stepping your way across the gentle slope to the hills beyond. Now you're putting into practice some of the "useless" things you learned on the school slopes.

Where are you headed? We'll hope you've planned your first touring trip so you will reach your destination in the early afternoon with enough energy to spare so you can choose a good camp site, pitch your tent, and cook dinner before the sun sets. If you are a wise planner, you've also allowed yourself time for frequent rests along the trail.

Arriving at your destination you are pleasantly tired, hungry, and surrounded by the perfect white silence you find only far from the highways, lodges, and popular downhill runs.



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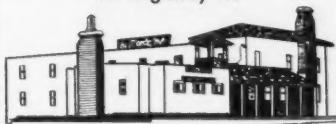
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First you have a cup of hot tea, brewed on the handy stove, then look around for a camp site. You will want a sheltered spot in an area free of avalanche danger and away from large trees that may dump snow from their loaded branches on your fragile tent. Sheltered benches above the valley floor probably are the best bet, and large boulders or perpendicular cliffs make excellent windbreaks and fire reflectors.

Place your tent with the opening, or entrance end, away from the prevailing wind. Before pegging the tent down, clear a level area for it with a ski. Spread green branches or boughs as a foundation. Most modern touring tents utilize both skis and poles for support, and these should be driven in hard packed snow.

Now spread your sleeping bags in the tent, being sure they are well fluffed out to give the greatest warmth. Set up your stove at the mouth of the tent, flop on a sleeping bag, and you're all set for a spell of welcome relaxation before dinner. Change into dry socks first, though, for nothing will rest you more. Remember to take the damp ones to bed with you, too. It sounds uncomfortable, but there is no better way to dry them.

Parkas, mitts, pants, boots, and the heavier inner clothing should be removed inside the tent just before getting into your sleeping bag. One last reminder about winter camping: Don't leave your gear scattered around in the snow. There are two places for it; in the rucksack or inside the tent. An ounce of prevention here will save a pound of frozen equipment and possible misery later.

Last to be considered are the dangers of back country skiing. To our way of thinking, they are vastly overrated. This is not to say that they don't exist. However, good, average skiers with good, average horse sense have been touring for years without serious accident. A knowledge of basic first aid techniques is a must, of course. So are the abilities to read a map and compass and find temporary shelter or a good fast route home in case of a sudden storm. But the casual ski tourist is not a daredevil, nor does he have to be a professional mountaineer.

Ski touring can be as inexpensive, and as pleasant, as summer hiking over the same country. We're collecting our gear and heading for the hills beyond tonight. Want to come?

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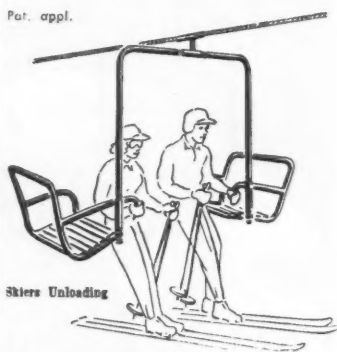
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by DICK DURRANCE

LET'S say you are one of the thou-
sands of skiers who each year
follow the national and international
races via the newspapers and skiing
magazines and that you already ski
well enough to wistfully wish that
you could be on such a team. Well,
if you fit this description, why not
toss away your dreams about being
a member of a team and instead, try
being an individualist.

Please don't misunderstand me. I'm
not running down team competition.
There is a place and a need for it.
I just think that too much team spirit
in many cases is robbing some of our
most promising racers of their ability
and ambition to work for themselves.
There are so many young skiers in
America today who are potentially
winners who depend on someone else
to give them the final key to success.
As race day approaches, it is the
coach's job to advise them which line
to take, which wax to use, how to
apply it, where to jump, where not
to jump, etc. This stifles individual
ingenuity and limits the number of
star skiers to be.

In the end, the best skiers are in-
dividualists. For within each of us
who skis, lies the will (or the lack
of it) to become a top notch skier.
The good skier is the one who has
developed sufficient confidence in his
own ability to go his own way. He
sets his own pace and evolves his own
style. Certainly, he will not turn away
from the comments or suggestions of
those who have already made their
mark in this field, but he must have
the wisdom to adapt their ideas to his
own advantage discarding those which
are not good for him and adopting
those which increase his already de-
veloped ability.

However, to become a top-notch
skier, today, qualified to enter in the
biggest races, you first must decide
this very vital question: Do I want
to take the time and make the sacri-
fices which will be demanded of me
in order to reach my goal? If your
answer is "No," and there are many
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skiing for fun—for yourself through-
out the many years ahead.

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(Continued on next page)

question and you are willing to make the sacrifices and you are willing to work hard, the next step is—go to it. Ski and ski and ski. Travel around from place to place where skiers meet. Watch the others and pick up what you can from them, but always continue down the straight line of developing your own style and your own confidence. Get yourself to places the races are held and compete when you are able. Watch the winners, and try to figure out why they won. Because basically, there is little difference between you and the winner, except for some little knack he has that you haven't discovered.

Through keen observation you will discover ways and means to improve; you will begin to invent little tricks of your own, good and bad ones. The confidence you acquire by discovering such tricks of your own will pay off. Your firsthand experiences will form a basis for making lightning fast decisions under the stress of actual racing conditions. With your share of the breaks you will become a top racer.

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This method of becoming a top racer is not the easy way. Money, time, and futures are at stake and most people can't afford to gamble, but the reward can be great. In this day of quick and easy travel personal friendships made across the borders will not only make champion skiers but can also add to the richness of our lives.

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It's a Family Sport

(Continued from page 17)

slammed up an eyebrow. "Now what?"

"My boots."

The sigh rose from his toes. He wheeled the car around and retraced their route. Waiting for Mary, he gave Fennimore a flight check. Snowsuit, cap, long underwear, change of socks, shoes, galoshes. . . . Joe frowned.

"Where are your mittens?"

Fennimore looked blank. He ran his tongue up and down the windshield. "Daddy—what's snow?"

"Spoken like a true Southern Californian. It's frozen rain." He leaned out the window. "Mary—bring his mittens!" He made a grab at Fennimore, who was clambering out of the car. "Where you going?"

"I'll need my raincoat."

"No you won't." The warm morning sun beat down on the car. He had visions of snow melting and running in torrents down the road. He glanced at his watch again, and moaned.

Once more, they hit the road. By now, traffic was thickening. Joe's nerves set up a steady vibration as he dawdled behind two oil trucks.

"We'll get there," he predicted with quiet despair, "just as the lift shuts down for the night."

As time and miles wore on, Fennimore developed an overpowering fascination for every other service station. Mary's tinge of car sickness grew into a necessity for minor medication.

"I'm hungry," announced Fennimore. He disappeared beneath the mound on the back seat, and came up like a fish breaking water. He clutched a tomato and lettuce sandwich oozing mayonnaise. Mary turned a shade greener, and swallowed two more pills.

"Daddy!" screamed Fennimore. The car swerved. Joe jammed on the brakes and looked wildly around as the sandwich fell on the floor.

Fennimore flung open the door and leaped onto a muddy, salt-and-pepper patch beside the road. "Snow! I've seen it on television." He put some in his mouth, then spit out a rock, a small twig, and some mud. He looked disgusted. "I wanna go home."

"Get in here!"

"Don't yell at him," said Mary. "He'll just yell back."

Joe stared at Fennimore. Fennimore looked at Joe. He didn't yell back. He got quietly into the car. Joe looked at Mary. Then Joe drove on. He swung the last curve, and halted abruptly. The next half mile to the chair lift

WHERE TO STAY

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LAC BEAUPORT, P.Q. (Cont.)

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was solid with cars, bumper to bumper. Staggering under an assortment of burdens, he took aim for the bottom of the hill.

Joe didn't think, near the end, that they would ever make it as far as the lift. The footing was alternately slippery and gluey, the altitude was setting fire to his lungs, and the load in his arms felt like an assortment of anvils. Then, miraculously, he was close enough to hear the babble of voices around the motor house. Mary stopped. "Joe, dear."

He managed to grunt.

She paused. "Did you bring the lunch?" He peered at her around the assortment of sweaters, wax-kits, ski poles, rucksack, tow grippers, an armful of lumber which, when untangled, would become skis, and after-ski boots.

"Lunch?" he croaked. "Well, what in thunder is in the rucksack?"

She didn't meet his eyes. "I—I forgot to take the things out, I'm afraid."

"What, may I ask, things?"

"It's been years since we used the rucksack for skiing. I—I've been using it as a sewing kit. The lunch," she said thoughtfully, "is probably under the auto robe on the back seat."

"I'm hungry," said Fennimore.

"So am I," said Mary.

"There was an ugly rumor we might go skiing," said Joe, after a deep and agonizing breath. "But let me go after the lunch, please. I don't trust myself around either one of you at the moment."

Half an hour later, he came straggling back. His face worked, but he stood silently, and held out his hand. Mary asked, "What do you want, dear?"

"The car keys," said Joe, with remarkable restraint. "My fingernails aren't what they used to be."

"I'll trade you for his other socks. You put them in your pocket, and already he has wet feet."

"Well, put on his galoshes."

"I did. But he took one off and lost it somewhere. I thought you could look for it when you came back."

"With a prospect like that," Joe observed wearily, "who'd come back?" The sun, he noted, was well past zenith.

He was returning from the car once more when that famished feeling suddenly overtook him. He collapsed on a cold rock and unwrapped a sandwich. A man in a Forest Ranger's uniform approached him.

"Say," the man said, "you see a

(Continued on next page)

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It's a Family Sport

(Continued from page 39)

small boy come along here? Red knitted cap, blue snowsuit—"

Joe gulped. "And one galosh? Or is it one galoshes?"

"Yeah. Answers to the name Fennimore."

"Name's familiar," admitted Joe. "Nope. But I'll help you look."

He found Mary wringing her hands. "He was here just a moment ago. Then he disappeared. I asked the Ranger—"

He stared off into the trees. They were cold and silent. A feeling of panic touched him. A little guy like that, he thought, off in the snow by himself. He might fall into a ravine, or wander into the woods. . . .

A thumping, metallic sound whirled him around. Then relief, mingled with a tug at his last shred of reason, swept over him. Fennimore's head, covered now with a soot-black cap, was poking up through a hole in one of the picnic stoves.

"Hey, Daddy! Lookut me!"

Joe struggled for control, and barely made it. "Get your things," he said hoarsely to Mary. "Then get him. I'll meet you at the car."

"But, Joe—we just got here."

"If it takes as long to get home," he said, "we'll be spending the night in the car." He sighed. "Anyway, I just remembered what it was I forgot." "What?"

He started down the hill. "My skis."

COVER PHOTO

The front cover was designed by Hausamann of Chur, Switzerland and photographed by Schwitter of Zurich. A Kodak Master View camera was used with Ektachrome Type B film. Aided by photoflood lamps, the exposure was 90 seconds at f 32.



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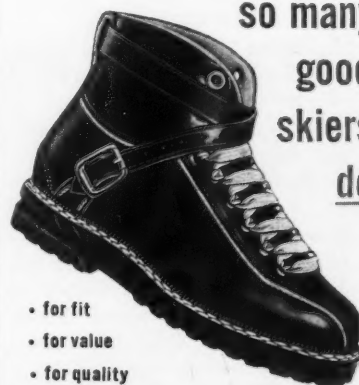
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Dear Friends,

What a year!

From the ski slopes of North Africa to the waves of Waikiki, we've covered half the world and shown "Cavalcade on Skis" to more different people than we ever thought possible—some 150,000 in all, we figure.

To start with, this season we experimented with our first matinees—and were nearly crushed in the rush. All the children of Greater Los Angeles now regard us as a permanent Sunday afternoon institution each fall, and in Bradford, Massachusetts, the citizens flocked to our 2-a-day billing in droves. (It's a little rugged on John's larynx, but it seems to be the only solution to the growing demand—we keep telling him!) At any rate, he survived nicely and flew doggedly on to Hawaii where he proceeded to wow some 20,000 of the local natives with no less than 23 shows in 10 days, speaking morning, noon, and night, literally! The "malahinis" all loved it, too, although we had been afraid some of the downhill sequences filmed from his moving skis would scare them out of a year's tropical growth. He returned from his hula heaven covered with leis, newspaper clippings, and a return contract for next year, and everyone agreed it was the biggest sensation in the Sandwich Isles since the eruption of Mauna Loa. Quoting the Honolulu Star-Bulletin of Dec. 1, 1953:

"John Jay's film is the kind of humorous, rythmical picture that comes along only once in a great while for the enjoyment of all. It is outstanding photography, and not just for skiers; Jay presents a happy, colorful story that is fun from start to finish."

Another innovation—printed theatre programs—began to appear for our shows in places like Hartford, Los Angeles, Boston, and elsewhere—"a sure sign that you've arrived," the stage manager of one of New England's largest auditoriums told us. "Ordinarily, only the symphony concerts have 'em," he confided, "but your shows have been outdrawin' the concerts for several years now, and you shoulda had 'em long ago." We had 'em, and almost 7,000 customers besides, in 2 nights. Amazing Los Angeles produced another 7,000 in 5 mad, mad nights. (Their theatre is smaller, but not their enthusiasm!) Giddy with gold, our indefatigable West Coast impresario, Herb Schwarz, promptly rebooked us in L.A. for a whole week plus matinee starting next December 1st, a schedule which ought to alleviate our laundry problem, if nothing else. Best of all, good old blasé New York welcomed us back from the West with one of the most sincerely heartwarming audience receptions of our entire platform career. It was at this show that the script-writer for a nationally known radio and TV comedian came backstage to congratulate us, and concluded by saying, "I've seen all the current Broadway hits, and I can always spot the gags building up ahead of time—but in your show, I never know the joke is coming until it suddenly hits me, and I've been laughing my head off for 2 hours—haven't done that for years!" We even made the pages of The New Yorker magazine, which devoted a long and colorful article to our activities in its Jan. 23 issue.

Our Hollywood pot continues to bubble nicely; Warner Brothers Pictures bought another of our earlier productions, "Alpine Safari," and released it nationwide as a Technicolor Featurette entitled "Winter Paradise." Look for it at your local theatre—it has evoked spontaneous audience applause all over the country, which the movie moguls tell us is most unusual for a short subject.

The 4th Annual Jay Ski Safari, another gay and congenial group of 35, flew over to the Alps on KLM Airlines in mid-February and romped merrily down the picturesque slopes and streets of Bad Gastein, Zurs, and Klosters. Then we took ten hardy souls with us on our long-planned "exotic safari," and explored the Western Mediterranean, skiing in such weird spots as Marrakech, Africa, where Arabs run slalom in native robes and camel trains plod past the modern chair lift. We also sampled the Sicilian skiing on lofty Mt. Aetna, and the luxurious Spanish ski resort of La Molina, plus underwater spearfishing in the Mediterranean as well. Much of this colorful activity will be featured in our next year's production (Book early please).

Incidentally, this sport of spearfishing we have found to be the greatest thing since the invention of the ski, and we are in the throes of organizing a short "Schnorkel Safari" to the Caribbean for two weeks this summer—contact us at once if you want to be aboard—those coral reefs are an undersea fairyland!

And so, as our faithful caravan packs up its skis and plods off into the desert sunset in a cloud of Klister, we say again

Aloha! See you next season!

John and Lois Jay



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